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25X1A

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THIS IS-UNEVALUATED INFORMATION

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1. In mid-May 1953, [ ] work on the reconstruction of the Woltersdorf-Gransee railroad line had been started.<sup>1</sup>

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2. In late April, [ ] the railroad embankment for the single-track line from Berchitz to Glowitz was completed. Rails and ties had been stored along the line.<sup>2</sup>

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3. [redacted] status of railroad construction projects [redacted]

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- a. Construction work on the Nordwestring Berlin (Birkenwerder-Brieselang) continued as scheduled. Earth works were to be completed in July.
- b. Works on the reconstruction of the second track of the Halle-Eisleben line was 4 percent completed. Rails were not expected to be delivered before August/September 1953.<sup>3</sup>
- c. The overhead lines required for the electrification of railroad lines in Central Germany will not be available this year.<sup>4</sup>
- d. The reconstruction of the bridge over the Oder River near Zaeckerick/Neuruednitz was declared a priority project.<sup>5</sup>

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4. The SOG demanded that 1.5 km of trackage be constructed near Neukloster in May 1953 in addition to approved construction projects.<sup>6</sup>

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5. After 16 April, [redacted] by order of Major Karolin (fmu) of the SCC, estimates of cost were to be submitted to the SCC for the Priemaburg and Hornstorf railroad construction projects which involve respectively the construction of 750 meters of trackage with three switches and 1,450 meters of trackage likewise with three switches.<sup>6</sup>

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6. On 9 April, [ ] the Oder River bridge near Neuruednitz was to be reconstructed by the Waren branch firm of the Reichsbahnbau Union (railroad construction enterprise), while the VEB Stahlbau Niesky (nationalized civil engineering firm) had been contracted for steel construction work. Construction work was ready to be started. 5

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- a. The reconstruction of the bridge over the Oder River near Frankfurt/Oder was nearing completion. The bridge has not yet been painted. Rails and cable ducts were 95 percent completed. The firms contracted for construction work were vacating the construction site. Of a sum of 325,000 eastmarks allocated for 1953, 240,000 eastmarks, i.e. 74 percent of the total, had been spent. Fifty-eight men were still employed on the project.<sup>7</sup>
- b. Shop work for the reconstruction of the bridge over the Oder River at Kuestrin was completed, while about 35 percent of the assembly work remained to be done. Work on the device to be used for the placing of bridge sections in position continued. Of the 583,000 eastmarks allocated for 1953, a sum of 180,000 eastmarks, i.e. 31 percent of the total, had been spent. A total of 38 men were employed at the construction site.<sup>8</sup>
- c. On 21 March 1953, the Bau Union Waren was given the contract for the reconstruction of the Oder River bridge near Neuruednitz. The construction site was being prepared, but construction work proper had not yet been started. Of the 2,500,000 eastmarks allocated for the project in 1953 a sum of 10,000 eastmarks, i.e. 0.4 percent of the total, had been spent.<sup>5</sup>

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8. [redacted] the Brandenburg/Altstadt-Goerden railroad line, which serves the steel works in Brandenburg, was to be improved so as to be capable of handling trains of 1,200 tons at a speed of 80 km/h. The project involves the construction of a new railroad bridge over the Silo Canal near the steel works. The bridge will have a span of 28 meters and be 4.5 meters above the canal at high water. The procurement of the steel required for this bridge will meet with the greatest difficulties.<sup>9</sup>

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[redacted] Comment. Information on the planned reconstruction of this branch line was transmitted previously. The line will serve the newly established VP ammunition dump at Koenigsstaadt.

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[redacted] Comment. Information on this construction project on Ruegen Island was transmitted previously. [redacted]

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[redacted] Comment. This project was included in the 1953 railroad constructions program.

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[redacted] Comment. [redacted]

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[redacted] Comment. Information on the reconstruction of this bridge, which was ordered by the Soviets for military reasons, was transmitted previously. For

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[redacted] Comment. It is believed that the project near Priemerburg in the vicinity of Guestrow involves the construction of a spur track to the VP supply dump at Guestrow-Priemerwald. The construction projects at Neukloster and Bornstorf, both of them on the Wismar-Karow railroad line, may be identical. It is believed that the construction of detraining and entraining facilities for the Wustrow AAA are involved.

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- 3 -

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[ ] Comment. This information refers to the reconstruction of the Oder River bridge at Frankfurt/Oder which has been operated double-track since 8 December 1952.

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[ ] Comment. The double-tracking of the Oder River bridge at Kuestrin was to be completed by May 1953. The continuous delay in the completion of the bridge was caused by a shortage of materials.

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[ ] Comment. This information refers to the improvement of a sector of the single-track Brandenburg-Rathenow railroad line.

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